

WHAT IS CLAIMED IS:

1. A fuel injection valve for an internal combustion engine, comprising:

/a valve body driven by driving means between an open position and a closed position;

/a fuel jet adjusting plate for atomizing fuel injected when the valve body assumes the open position;

/a plurality of first nozzle holes arranged along a first circle on said fuel jet adjusting plate, and coaxial with a central axis of the valve body; and

a plurality of second nozzle holes arranged along a second circle concentric with the first circle and having a diameter larger than that of the first circle,

wherein each of the second nozzle holes extends through the fuel jet adjusting plate along a respective second hole axis and wherein the second hole axes form corresponding second acute angles with a plane perpendicular to the central axis and wherein each of the first nozzle holes extends through the fuel jet adjusting plate along a respective first hole axis, the first hole axes forming a corresponding plurality of first acute angles with the plane perpendicular to the central axis and wherein the second acute angles are smaller than the first acute angles.

Sub B1 2. The fuel injection valve according to claim 1, wherein the fuel injection valve is mounted in an intake port to inject and atomize fuel so that the fuel reaches a combustion chamber at a timing at which an intake valve assumes its open position, and wherein the fuel injection valve is positioned so that fuel sprays injected through the first and second nozzle holes do not reach a central portion of a mushroom-shaped portion of the intake valve but only an outer periphery of the mushroom-shaped portion.

3. The fuel injection valve according to claim 2, wherein the first nozzle holes have an opening area different from that of second nozzle holes.